NAVY TRAINING SYSTEM PLAN

FOR THE

C-26D AIRCRAFT

N78-NTSP-A-50-0118/P

JUNE 2002

C-26D AIRCRAFT

EXECUTIVE SUMMARY

The C-26D Aircraft is a military version of the commercial, Federal Aviation Administration type-certified Fairchild Aircraft Incorporated Metro 23 turboprop aircraft. Seven C-26D Aircraft that had been declared excess by the United States Air Force were transferred to the Navy from the Air National Guard in September 1997. The C-26D Aircraft program is managed as an Abbreviated Acquisition Program, and is in the Operations and Support phase of the Defense Acquisition System process.

The seven C-26D Aircraft replaced six C-12 Aircraft that were based at the Naval Air Facility Sigonella, Italy; Naval Support Activity Naples, Italy; and the Pacific Missile Range Facility (PMRF), Barking Sands, Hawaii. The C-26D Aircraft assumed the C-12 Aircraft mission by providing an on-call, rapid response, time sensitive, modern air transport for high priority resupply and movement of key personnel to remote, unserviced, or feeder sites.

The original C-26A Aircraft acquisition did not require Operational Test (OT) or Developmental Test (DT). However, three C-26D Aircraft were modified with range clearance and electronic equipment for use by the PMRF and required DT and OT. C-26D Aircraft radar and electronic testing began in Fiscal Year (FY) 99 at both Naval Air Station (NAS) Point Mugu, California, and NAS Patuxent River, Maryland, and was completed in FY01. The two Range Clearance Radar C-26D and one Electronic Surveillance C-26D Aircraft were unofficially redesignated RC-26D and EC-26D Aircraft.

C-26D Aircraft organizational, intermediate, and depot level maintenance is performed via a full contractor logistic support contract. Active duty Navy Pilots and enlisted aircrew personnel operate the C-26D Aircraft at all Navy sites.

C-26D Aircraft Pilot initial and recurrent training is conducted by Flight Safety International located in San Antonio, Texas.

Currently, no formal C-26D Aircraft Enlisted Aircrew Training exists. C-26D Aircraft Aircrew attend E-050-0012, C-12 Fleet Replacement Aircrewman Category 1 Syllabus Course, at Air Transport Squadron (VRC)-30 Fleet Replacement Squadron (FRS), NAS North Island, California. In May 2002, C-26D Aircraft Aircrew Personnel began attending E-050-0012 Training Course. When established and scheduled to be Ready For Training (RFT) in October 2002, C-26D Aircraft Aircrew Personnel will attend a formal C-26D Aircraft Aircrew Training Course located at VRC-30 FRS.

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LIST OF ACRONYMS

ACDU	Active Duty
AD	Aviation Machinist's Mate
AE	Aviation Electrician's Mate
AM	Aviation Structural Mechanic
AME	Aviation Structural Mechanic Safety Equipment
ANG	Air National Guard
AO	Aviation Ordnanceman
AOB	Average Onboard
AT	Aviation Electronics Technician
CIN	Course Identification Number
CINCLANTFLT	Commander in Chief U.S. Atlantic Fleet
CINCPACFLT	Commander in Chief U.S. Pacific Fleet
CLS	Contractor Logistics Support
CNET	Chief of Naval Education and Training
CNO	Chief of Naval Operations
COMBS	Contractor Operated and Maintained Base Supply
COTS	Commercial Off-The-Shelf
DoD	Department of Defense
DT	Developmental Test
EMC	Electromagnetic Compatibility
FAA	Federal Aviation Administration
FAI	Fairchild Aircraft Incorporated
FRS	Fleet Readiness Squadron
FSI	Flight Safety International
FY	Fiscal Year
GPWS	Ground Proximity Warning System
LCCS	Life Cycle Contractor Support
NA	Not Applicable
NAF	Naval Air Facility
NAS	Naval Air Station
NATOPS	Naval Air Training and Operations Procedures Standardization

C-26D AIRCRAFT

LIST OF ACRONYMS

NAVAIRSYSCOM	Naval Air Systems Command
NAVPERSCOM	Naval Personnel Command
NEC	Navy Enlisted Classification
NOBC	Navy Officer Billet Code
NSA	Naval Support Activity
NTSP	Navy Training System Plan
OPNAV	Office of the Chief of Naval Operations
OPNAVINST	Office of the Chief of Naval Operations Instruction
OPO	OPNAV Principal Official
OT	Operational Test
PDA	Principal Development Agency
PMA	Program Manager, Air
PMRF	Pacific Missile Range Facility
PNEC	Primary Navy Enlisted Classification
PQS	Personnel Qualification Standard
RANSAC	Range Surveillance Aircraft
RFT	Ready For Training
SOF	Safety Of Flight
SNEC	Secondary Navy Enlisted Classification
SRA	Shop Replaceable Assembly
TBD	To Be Determined
TCAS	Traffic Alert and Collision Avoidance System
TD	Training Device
TFMMS	Total Force Manpower Management System
TSA	Training Support Agency
TTE	Technical Training Equipment
VHF	Very High Frequency
VRC	Air Transport Squadron
WRA	Weapon Replaceable Assembly

C-26D AIRCRAFT

PREFACE

This Proposed Navy Training System Plan (NTSP) has been developed to update the Draft C-26D Aircraft NTSP, A-50-0118/D, dated October 2001. This document has been updated to comply with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97.

This C-26D Aircraft NTSP provides an overview of the C-26D Aircraft program and its concepts for operation, support, manpower, personnel, and training requirements. Comments on the Draft NTSP received from Chief of Naval Education and Training and VRC-30 have been incorporated. These comments clarified the discussion of Pilot and Aircrew training.

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

1. Nomenclature-Title-Acronym. C-26D Aircraft

2. Program Element. Not Applicable (NA)

B. SECURITY CLASSIFICATION

1. System Characteristics ..... Unclassified
2. Capabilities ..... Unclassified
3. Functions..... Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

OPNAV Principal Official (OPO) Program Sponsor..... CNO (N785D1)

OPO Resource Sponsor ..... CNO (N780G1)

Developing Agency..... NAVAIRSYSCOM (PMA207)

Training Agency ..... CINCLANTFLT
CINCPACFLT
CNET

Training Support Agency (TSA) ..... NAVAIR (PMA205)

Manpower and Personnel Mission Sponsor ..... CNO (N12)
NAVPERSCOM (PERS-4, PERS-404)

Director of Naval Training ..... CNO (N79)

D. SYSTEM DESCRIPTION

1. Operational Uses. The C-26D Aircraft acquisition satisfies a Chief of Naval Operation (CNO) requirement for an on-call, time sensitive, rapid response, modern air transport for high priority supply and movement of key personnel to remote, unserviced, or feeder sites. The C-26D Aircraft is also used to deliver equipment, crash and accident investigation teams, and technical assistance teams. Two C-26D Aircraft each are located at the Naval Air Facility (NAF) Sigonella and Naval Support Activity (NSA) Naples, Italy.

Two Range Clearance Radar RC-26Ds and one Electronic Surveillance EC-26D Aircraft are located at the Pacific Missile Range Facility (PMRF) Barking Sands, Hawaii. The primary mission for these aircraft is to perform missile range control and electronic surveillance missions.

2. Foreign Military Sales. The Army and Air National Guard (ANG) have been operating various versions of the C-26 Aircraft since 1989 and the Air Force uses the C-26B Aircraft. Additionally, the Department of Defense (DoD) and numerous foreign governments use the C-26 Aircraft primarily for counter-narcotics missions. The C-26 Aircraft is expected to be sold to the foreign governments of Mexico, Peru, Columbia, Venezuela, and Barbados in the future. Further information on Foreign Military Sales can be attained by the Program Office, Program Manager, Air (PMA) 207.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. All C-26D Aircraft are Commercial Off-The-Shelf (COTS), Federal Aviation Administration (FAA) type-certified Aircraft, purchased through an ANG contract and thus, do not require Developmental Test (DT) or Operational Test (OT). However, two C-26D Aircraft were modified with Range Surveillance Aircraft (RANSAC) system equipment which required DT and OT. The AN/APS-504(V)5 RANSAC radar systems and electronic surveillance equipment were removed from the RC-12 Aircraft previously stationed at the PMRF and installed in three C-26D Aircraft. C-26D Aircraft bureau number 907038 began Electromagnetic Compatibility (EMC) and Safety Of Flight (SOF) DT and OT in Fiscal Year (FY) 99.

The RANSAC EMC and SOF testing was conducted by the Naval Air Warfare Center, Aircraft Division located at Naval Air Station (NAS) Patuxent River, Maryland, and the Naval Air Warfare Center, Weapons Division, at NAS Point Mugu, California. The APS-504(V)5 RANSAC system DT and OT were satisfactorily completed in March 2001. The three C-26D Aircraft were then unofficially redesignated, two as RC-26D and one as an EC-26D Aircraft.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. Four C-26D Aircraft replaced four C-12 Aircraft and their mission of performing operational support and airlift missions at NAF Sigonella and NSA Naples, Italy. Two RC-26D and one EC-26D Aircraft replaced two RC-12 Aircraft and their missile range control and electronic surveillance missions at the PMRF.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The C-26D Aircraft is a military version, COTS, FAA type-certified Fairchild Metro 23 aircraft, manufactured by Fairchild Aircraft Incorporated (FAI). The C-26D Aircraft is a multipurpose, high performance, fixed-wing, pressurized aircraft with a fully retractable tricycle landing gear. The C-26D Aircraft is powered by two Garrett TPE331-12UR turboprop engines that are each rated at 1,000 shaft horsepower for maximum continuous power and equipped with twin 106-inch McCauly full-feathering, reversible, constant speed, four-bladed propellers.

The two Radar RC-26D and one Electronic Surveillance EC-26D Aircraft located at PMRF Barking Sands provide range surveillance, electronic warfare, missile range clearance capability, and logistical support for the PMRF. Excluding the two RC-26D and one EC-26D Aircraft located at the PMRF Barking Sands, the C-26D Aircraft may be configured for cargo, passenger, medical evacuation, or any combination of the three missions in less than two hours. The following are C-26D Aircraft configurations.

a. Cargo. The C-26D Aircraft can perform the cargo mission without removing all of the passenger amenities. Seven tie-down nets are provided and each is capable of restraining 560 pounds of cargo. The C-26D Aircraft can carry a maximum of 5,760 pounds of cargo.

b. Passenger. The C-26D Aircraft is capable of carrying 18 passengers. An alternate passenger configuration is also available and includes one or more workstations, each consisting of four executive seats (two of which are aft-facing seating) and two work tables. Six regular seats are removed to install each workstation for this passenger configuration.

c. Medical Evacuation. The C-26D Aircraft has provisions for six standard 90-inch long litters and three medical attendants. While in this configuration, there is still considerable space available for medical equipment and supplies. C-26D Aircraft loading and unloading is accomplished through the cargo door.

The following tables depict C-26D, RC-26D, and EC-26D Aircraft major systems and equipment. These are not intended to be all-inclusive lists of the C-26D Aircraft equipment.

C-26D AIRCRAFT AVIONICS	
SYSTEM EQUIPMENT	**MANUFACTURER/NOMENCLATURE**
Radio Management	Bendix/King RMS-555
High Frequency	Bendix/King KTR-950
Aircraft Direction Finder	Bendix/King DF-431B
Very High Frequency (VHF)	Bendix/King VC-401B and VN-411B
Ultra High Frequency	Magnavox AN/ARC-164
VHF/Frequency Modulation	Wulfsberg RT-138F-1
Flitefone	Wulfsberg VI
Intercom/Public Address	Baker M1045
Global Positioning System	Bendix/King KLN-670
Tactical Air Communication and Navigation	Bendix/King KRT-707
Navigation Management	Bendix/King KNS-660

C-26D AIRCRAFT AVIONICS	
SYSTEM EQUIPMENT	**MANUFACTURER/NOMENCLATURE**
Rubidium Frequency Standard	Bendix/King KA-167
Distance Measuring Equipment	Bendix/King DM-441B
Microwave Landing System	Bendix/King ML-211B
Identification Friend-or-Foe	Bendix AN/APX-100 (V)
Air Traffic Control Transponder	Bendix/King MST67A
Flight Director	Bendix/King EFS-10
Auto Pilot	King KFC-400
Primary Displays	Bendix/King EFS-10
Ground Proximity Warning System (GPWS)	Sundstrand MK-II
Traffic Alert and Collision Avoidance System (TCAS)	Bendix/King TCAS-II
Weather Radar	Bendix/King RDS-82
Radar Altimeter	Bendix/King KRA-405
Cockpit Voice Recorder	B&D Instrument 89090
Flight Data Recorder	Loral F1000

RC-26D AND EC-26D AIRCRAFT AVIONICS	
SYSTEM EQUIPMENT	**MANUFACTURER/NOMENCLATURE**
RANSAC	AN/APS-504(V)5
Radar Control Unit	Litton 10-33440-09-11
Digital Flat Display	Litton 10-33900-02
Digital Laser Warning System	Litton 10-30770-01
C Band Radar Transponder	Herley 1356AS3020
Command Receiver Decoder	Emheiser ERDC-5RB2A
Radome Assembly	Advanced Technology Systems 3068-501
Video Recorder	Teac V1000AB-F
Large Area Tracking Relay	Sierra 67300-2

RC-26D AND EC-26D AIRCRAFT AVIONICS	
SYSTEM EQUIPMENT	**MANUFACTURER/NOMENCLATURE**
Optical Demultiplexing Unit	10-333800-02

2. Physical Description. The C-26D Aircraft parameters are:

Maximum Range (45 minute reserve)	2,040	nautical miles
Maximum Cruise Altitude	25,000	feet
Maximum Airspeed	246	knots
Average Flight Speed	219	knots
Maximum Takeoff Weight	16,500	pounds
Maximum Landing Weight	15,675	pounds
Maximum Zero Fuel Weight	14,500	pounds
Fuel Capacity	4, 342	pounds (648 gallons)
Length	59.40	feet
Height	16.70	feet
Wing Span	57.00	feet
Tail Span	15.12	feet
Main Landing Gear Span	15.00	feet

3. New Development Introduction. A CNO memorandum, N880G9/7U139, requested the transfer of seven C-26D Aircraft declared excess by the ANG to the Navy in FY97. The C-26D Aircraft was originally procured using a firm fixed price order on an existing competitively awarded Air Force contract.

4. Significant Interfaces. NA

5. New Features, Configurations, or Material. NA

H. CONCEPTS

1. Operational Concept. The C-26D Aircraft is operated with a crew of three: Pilot, Copilot, and a Utility Aircrewman. C-26D Pilot billets are manned from various cargo, transport, patrol, and helicopter platforms using active duty Pilots with designator 1302 or 1311. C-26D Utility Aircrew personnel come from the aviation maintenance ratings of Aviation Machinist's Mate (AD), Aviation Electrician's Mate (AE), Aviation Structural Mechanic (AM), Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Ordnanceman (AO), and Aviation Electronics Technician (AT) with Navy Enlisted Classification (NEC) 8241, C-12 Aircraft Utility Aircrewman. Pending a final NAVPERSCOM decision, the NEC manual is expected to change NEC 8241 to indicate both C-12 and C-26D Utility Aircrewman.

2. Maintenance Concept. The maintenance concept for the C-26D Aircraft is based on the three levels of maintenance as stated in the Naval Aviation Maintenance Program, Office of the Chief of Naval Operations Instruction (OPNAVINST) 4790.2 (series). Concerning the C-26D Aircraft program, the OPNAVINST 4790.2 series is utilized for general policies and reporting procedures only. The C-26D Aircraft is maintained via Contractor Logistics Support (CLS) services using commercial standards and practices at all Navy C-26D Aircraft operating sites.

The logistics concept for the C-26D aircraft is Life Cycle Contractor Support (LCCS) wherein Lear Siegler Services, Inc. (LSI), provides all FAA approved maintenance and material support at the Beddown Base (BB), i.e., a Contractor on-site turn-key operation. The contract (N00019-99-D-1586) began in FY00 with five, one-year renewable options. LSI must maintain the C-26D Aircraft at a Mission Capable (MC) rate of 80% per aircraft, calculated monthly. Most support is provided at the Aircraft Operating Site. This includes on site and off-site servicing and maintenance of aircraft, engine and component repair, and overhaul. The LCCS Contractor is solely responsible for providing all materials consumed in support of the aircraft, including acquisition, storage, configuration, repair, packaging, and shipping. The Contractor also provides other maintenance functions, such as crash damage repair, engine repair, and airframe and avionics repair and modification. The Contractor must have available or be able to obtain all drawings, specifications, and tooling required to maintain and repair the aircraft and related components to an airworthy condition. The LCCS Contractor must provide maintenance engineering as necessary to support the C-26D flying hour program. The LCCS Contractor is responsible for providing all logistic elements normally provided by a Naval Aviation Depot. The Contractor provides related support elements such as training of new contractor employees, providing technical input in support of updating of publications, and maintenance and repair. Customs clearances, documentation, and procedures for these functions are set forth in the LCCS contract statement of work

a. Organizational. C-26D Aircraft organizational level maintenance includes all scheduled and unscheduled maintenance requirements. Overhaul and repair of contractor furnished equipment is handled via FAA approved sources and meets serviceability, inspection criteria, and functional test requirements of the FAA and component manufacturer. When applicable, repaired items will show evidence of FAA certification. The Contractor is required to support the operational readiness goal of 80% mission capability.

(1) Preventive Maintenance. C-26D Aircraft preventive maintenance consists of standard pre-flight and post-flight inspections and regular calendar and flight hour based corrosion and material inspections. C-26D Aircraft inspections are performed by LSI in accordance with the requirements and procedures prescribed by FAI general maintenance manuals, maintenance review board reports, FAI instructions, CLS XXI instructions, and as directed by PMA207.

(2) Corrective Maintenance. C-26D Aircraft corrective maintenance consists of fault isolation to a defective Weapon Replaceable Assembly (WRA) or Shop Replaceable Assembly (SRA), removal and replacement of defective WRAs or SRAs, and

verification of the repair using built-in test equipment, the appropriate test sets, or common support equipment. WRAs and SRAs requiring repair beyond the capability of the organizational level are forwarded to the appropriate contractor for replacement or repair.

b. Intermediate. C-26D Aircraft intermediate level maintenance is performed by the Contractor. The C-26D Aircraft intermediate maintenance is performed in accordance with the requirements and procedures prescribed by FAI general maintenance manuals, maintenance review board reports, FAI instructions, CLS XXI instructions, and as directed by PMA207. The Contractor is also solely responsible for furnishing, maintaining, storing, and servicing all C-26D Aircraft support equipment.

c. Depot. C-26D Aircraft depot level maintenance is performed only when the aircraft or systems require extensive or specialized maintenance procedures. Off-site scheduled maintenance includes the engines and propellers. The C-26D Aircraft engine inspections include an inspection of the TPE331-12UR Engine hot section at 2,500 hour intervals and an engine overhaul inspection at 5,000 hour intervals. The C-26D Aircraft propeller overhaul inspection occurs at a five year or 4,000 flight hour interval. All C-26D Aircraft repairs or overhauls are accomplished at an authorized FAA-certified repair station.

d. Interim Maintenance. NA

e. Life Cycle Maintenance Plan. The C-26D Aircraft has an expected life of 20,000 flight hours or twenty years of service. The C-26D Aircraft uses the FAA-approved Six-Phase Inspection Program, which requires continuous aircraft periodic inspections. For inspection purposes, the C-26D Aircraft is divided into inspection Zones 1 through 10. The C-26D Aircraft phase inspection program is accomplished with inspections at 150 flight hour intervals or at two month intervals, whichever comes first. One complete phase cycle is normally accomplished every 900 flight hours. Also, LSI performs annual inspections consisting of A, B, C, and D detailed inspections when an aircraft has been in storage, has operated less than 200 flight hours in a twelve month period, or the aircraft is transferred between operators. Additional C-26D Aircraft inspections include:

- Special inspections are completed each 9,000 flight hours in conjunction with the six-phase inspections. Special inspection segments are due at 2,250 flight hour intervals.
- Service checks are required midway between phase inspections, not to exceed 85 flight hours. Normally, service checks are performed weekly.

3. Manning Concept. C-26D Pilot billets are manned with active duty Pilots and Copilots from various cargo, transport, patrol, and helicopter platforms, using the Naval Designator 1302 and 1311. C-26D Aircraft Enlisted Aircrew Personnel come from the C-12 Aircraft platform with NEC 8241. Current qualitative and quantitative manpower requirements shown in Part II of this NTSP for NAF Sigonella, NSA Naples, and PMRF Barking Sands were extracted from the Total Force Manpower Management System (TFMMS) by NAVAIR.

POSITION	DESIGNATOR/ RATING	NEC	SEAT FACTOR
Pilot and Copilot	1302 or 1311	NA	2
Utility Aircrewman	AD, AE, AM, AME, AO, and AT	8241	1

4. Training Concept. All C-26D Aircraft initial and recurrent Pilot Training is conducted by Flight Safety International (FSI) located in San Antonio, Texas. There is no Navy organic Pilot follow-on training.

Currently, C-26D Enlisted Aircrew attend *E-050-0015, C-12 Fleet Replacement Aircrewman Pipeline*, and are awarded NEC 8241 upon completion. The C-12/C-26D Aircrew Training Requirements Review, N789F6/1U646091 dated February 2001, stated that formal C-26D Aircraft Enlisted Aircrew Training was required. Subsequently, a commercial contractor, D.P. Associates, was tasked with developing a C-26D Aircraft Fleet Replacement Aircrew Course. The final course was delivered in May 2002, and Air Transport Squadron (VRC)-30 Fleet Replacement Squadron (FRS) is expected to be Ready For Training (RFT) in October 2002. At this time, the course length, description, publications, and technical training equipment have not been finalized. This information will be included in future iterations of this NTSP. When the C-26D Aircrew Course is established, C-26D Aircrew Personnel will continue to attend *E-050-0015, C-12 Fleet Replacement Aircrewman Pipeline*, then upon completion, attend the C-26D Aircrew Training Course. C-26D Aircrew Personnel will continue to receive NEC 8241. C-26D Aircraft refresher training is provided by the individual's command.

There is no formal RC-26D or EC-26D Aircraft Range Clearance Radar and Electronic System Aircrew Training available. However, RC-26D and EC-26D Aircrew receive informal onboard training by contractor and squadron personnel.

a. Initial Training. In FY99, a total of 22 transitioning Pilots attended C-26D Pilot initial training provided by FSI in San Antonio, Texas. The C-26D transitioning Pilots and Copilots came from various Navy cargo, transport, patrol, and helicopter platforms with designator 1302 or 1311. There are no C-26D Aircraft specific Navy Officer Billet Codes (NOBC).

Title	**C-26D Pilot Initial Training**
Description	This course provides initial training to the first tour C-26D Pilot, including: ° Flight Training ° Avionics and Electrical Systems ° Power Plant, Propeller, and Related Systems ° Hydraulic and Pneumatic Systems ° Communications and Navigation Systems ° Crew Resource Management Training ° Weight and Balance ° TCAS ° GPWS ° Fairchild SA227-DC Aircraft Flight Manual/Naval Air Training and Operating Procedures Standardization (NATOPS) Familiarization Upon completion, the student will be able to perform as a C-26D Pilot in a squadron environment.
Location	FSI, San Antonio
Length	12 days
RFT date	Currently available
Skill identifier.....	Designator 1302 or 1311
TTE/TD	° SA227 Flight Simulator ° C-26D Avionics Part Task Trainer ° C-26D Cockpit Procedures Trainer
Prerequisites	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0041, Refresher Physiology, Tactical Jet Training ° B-9E-1224, Naval Aviation Water Survival Program R-1 ° Security Clearance - Secret ° Previously qualified in other type aircraft

Title	**C-26D Pilot Recurrent Training**
Description	This course provides refresher training to the C-26D Pilot, including: ° Aircraft System Normal Operations and Procedures ° Emergency and Abnormal Aircraft System Procedures ° Weight and Balance ° Flight Planning ° Egress and Ditching Procedures ° Crew Tactics and Safety ° C-26D Flight Manual/NATOPS Upon completion, the student will be able to perform as a C-26D Pilot in a squadron environment.
Location	FSI, San Antonio
Length	5 days
RFT date	Currently available
Skill identifier.....	Designator 1302 or 1311
TTE/TD	° SA227 Flight Simulator ° C-26D Avionics Part Task Trainer
Prerequisites	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0041, Refresher Physiology, Tactical Jet Training ° B-9E-1224, Naval Aviation Water Survival Program R-1 ° Security Clearance - Secret ° C-26D Pilot Initial Training

b. Follow-on Training. D. P. Associates developed the C-26D Aircraft Aircrew Training Course, which was delivered to VRC-30 in May 2002 with RFT date of October 2002. The C-26D Aircrew Personnel will continue to attend the C-12 Aircrew Course, followed by the C-26D Aircrew Training Course.

Title	**C-12 Fleet Replacement Transport Aircrewman Pipeline**
CIN	E-050-0015
Model Manager ...	VRC-30 FRS
Description	This course provides training to C-12 and C-26D Utility Aircrewman, including: ° Preflight/Postflight Operations ° Aircrew Coordination ° Aircraft System Familiarization ° Aircraft Servicing ° Normal/Emergency Procedures ° Weight and Balance Procedures ° Cargo and Passenger Provisions ° NATOPS Manual Familiarization Upon completion, the student will be able to perform as a C-12 Utility Aircrewman in a squadron environment under limited supervision.
Location	VRC-30 FRS, NAS North Island
Length	17 days
RFT date	Currently available
Skill identifier.....	° AD, AE, AM, AME, AO, or AT ° NEC 8241
TTE/TD.....	° Various C-26D Aircraft Parts ° PT6A-41 Engine, With Cut-Away View
Prerequisites	° Paygrade E-3 through E-7 ° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School

Title	**C-26D Fleet Replacement Aircrewman**
CIN	E-050-XXXX
Model Manager ...	NAF Sigonella
Description	This course provides training to the C-26D Utility Aircrewman, including: ° Preflight/Postflight Operations ° Aircrew Coordination ° Aircraft System Familiarization ° Aircraft Servicing ° Normal/Emergency Procedures ° Weight and Balance Procedures ° Cargo and Passenger Provisions ° NATOPS Manual Familiarization Upon completion, the student will be able to perform as a C-26D Utility Aircrewman in a squadron environment under limited supervision.
Location	VRC-30 FRS, NAS North Island
Length	3-5 days, To be Determined (TBD)
RFT date	October 2002
Skill identifier.....	° AD, AE, AM, AME, AO, or AT ° NEC 8241
TTE/TD.....	TBD
Prerequisites	° E-3 through E-7 ° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° E-050-0012, C-12 Fleet Replacement Aircrewman Category 1 Syllabus

c. Student Profiles

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
1302	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0041, Refresher Physiology, Tactical Jet Training ° B-9E-1224, Naval Aviation Water Survival Program R-1 ° Previously qualified in other type aircraftQ-2A-0010, Joint T-34C Intermediate Flight Training ° Designated Naval Pilot
1311	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0041, Refresher Physiology, Tactical Jet Training ° B-9E-1224, Naval Aviation Water Survival Program R-1 ° Previously qualified in other type aircraftQ-2A-0010, Joint T-34C Intermediate Flight Training ° Designated Naval Pilot
AD 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1
AE 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electrician's Mate O Level Strand Class A1
AM 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-603-0175, Aviation Structural Mechanic (Structures Hydraulics) Class A1 ° C-603-0176, Aviation Structural Mechanic (Structures Hydraulics) Organizational Level Strand Class A1

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AME 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1
AO 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-646-2011, Aviation Ordnanceman A1 ° C-646-2012, Aviation Ordnanceman Navy Difference Training
AT 8241	° E-2D-0039, Survival, Evasion, Resistance, and Escape ° B-322-0040, Refresher Aerospace Physiology Maritime Training ° B-9E-1225, Naval Aviation Water Survival Program R-2 ° Q-050-1500, Naval Aircrewman Candidate School ° C-100-2018, Avionics Technician O Level Class A1

d. Training Pipelines. D.P. Associates developed the C-26D Aircraft Aircrew Training Course, which was delivered to VRC-30 in May 2002 with a RFT date of October 2002. The course length has not yet been determined. When the C-26D Aircrew Course is established, C-26D Aircrew Personnel will continue to attend *E-050-0015, C-12 Fleet Replacement Aircrewman Pipeline*, then upon completion, attend the C-26D Aircrew Training Course. C-26D Aircrew Personnel will continue to receive NEC 8241. C-26D Aircraft Refresher Training is provided by the individual's command.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development. NA

a. Maintenance Training Improvement Program. NA

b. Aviation Maintenance Training Continuum System. NA

2. Personnel Qualification Standards. The Personnel Qualification Standards (PQS) program for Flight Crew Personnel is managed by the PQS Development Group (Code 34) of the Naval Education and Training Professional Development and Technology Center, Pensacola, Florida. Currently, there is no C-26D Aircraft Aircrew PQS developed. However, the C-26D Aircraft Model Manager is currently researching and acquiring C-26D Aircraft Aircrew data, and will develop C-26D Aircraft PQS in the future.

3. Other Onboard or In-Service Training Packages. NA

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Numbers

CONTRACT NUMBER	MANUFACTURER	ADDRESS
N61339-90-C-0074	Fairchild Aircraft, Inc.	P.O. Box 790490 San Antonio, TX 78279-0490
N00019-99-D-1586	Lear Siegler Services, Inc.	175 Admiral Cochrane Drive Annapolis, MD 21401-7394
N61339-00-D-0030	D.P. Associates, Inc.	3401 Columbia Pike Arlington, VA 22204-4211
F34601-97-0032	Merlin Express, Inc. Bendix Communications Division	1300 East Joppa Road Baltimore, MD 21204

2. Program Documentation. The C-26D Fairchild Metro SA227-DC User's Logistics Support Summary was updated in June 2000. The C-26D Combined Acquisition Plan/Acquisition Strategy Report, PMA207-98-001, was updated in April 1998.

3. Technical Data Plan. All C-26D Aircraft operation and maintenance manuals are commercial publications. These technical manuals meet military requirements and restrictions and were obtained when the aircraft was purchased. Complete sets of C-26D Aircraft technical publications are available at all C-26D Aircraft sites. The contractor is responsible for technical publication updates, and is also responsible for providing a computerized maintenance record system using the Aviation Integrated Maintenance Management System. A C-26D Aircraft NATOPS is currently being developed and is expected to be completed in December 2002.

4. Test Sets, Tools, and Test Equipment. The C-26D Aircraft Contractor is responsible for providing all C-26D Aircraft peculiar test sets, tools, and test equipment. The Contractor Operated and Maintained Base Supply (COMBS) contractor is responsible for establishing a

maintenance schedule and performing periodic maintenance and calibration of all C-26D Aircraft peculiar support equipment.

5. Repair Parts. C-26D Aircraft repair parts are provided through a COMBS concept. The contractor is responsible to receive, acceptance inspect, stock, issue, warrant, repair, and ship all parts, components, and peculiar support equipment in the inventory. The C-26D Aircraft contractor will provide an inventory of spares for C-26D Aircraft engines and associated support equipment. Repairs of all components are accomplished at a licensed FAA repair facility and comply with FAA commercial aircraft requirements.

6. Human Systems Integration. NA

K. SCHEDULES

1. Installation and Delivery Schedules. All seven C-26D Aircraft were delivered in FY99. A total of four C-26D Aircraft were delivered to NAF Sigonella and NSA Naples, Italy, and three C-26D Aircraft were delivered to PMRF Barking Sands, Hawaii.

2. Ready For Operational Use Schedule. All C-26D Aircraft are considered ready for operational use upon receipt and checkout of aircraft.

3. Time Required to Install at Operational Sites. NA

4. Foreign Military Sales and Other Source Delivery Schedule. Refer to PMA207 for C-26D Aircraft FMS information and schedule.

5. Training Device and Technical Training Equipment Delivery Schedule. Training Devices (TD) and Technical Training Equipment (TTE) have not been identified. This information will be included in future updates to this C-26D Aircraft NTSP.

L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
C-26D Combined Acquisition Plan/Acquisition Strategy Report	PMA207-98-001	PMA207	Approved Apr 98
C-26D Fairchild Metro SA227-DC User's Logistics Support Summary	SA227-DC	PMA207	Approved Jun 00

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
C-26D Aircraft Program Management Review	NA	PMA207	Approved Feb 01
C-26D Aircraft Integrated Support Plan	FA016	PMA207	Approved Oct 97
C-26D Aircraft Training Situation Document	Volume IV-C-26	D.P Associates	Approved Jul 01

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-26D Aircraft, and, therefore, are not included in Part II of this NTSP:

II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule

II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities

II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System (TFMMS) **DATE:** September 2001

ACTIVITY, UIC		PFYs	CFY02	FY03	FY04	FY05	FY06
OPERATIONAL ACTIVITIES - NAVY							
NAF Sigonella	62995	1	0	0	0	0	0
NSA Naples	62588	1	0	0	0	0	0
PMRF Barking Sands	0534A	1	0	0	0	0	0
TOTAL:		3	0	0	0	0	0

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS OFF	BILLETS ENL	DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
OPERATIONAL ACTIVITIES - NAVY					
NAF Sigonella, 62995					
ACDU	2	0	1302		
	6	0	1311		
	0	2	APO2	8241	9502
	0	1	APO3	8241	
ACTIVITY TOTAL:	8	3			
NSA Naples, 62588					
ACDU	2	0	1302		
	6	0	1311		
	0	2	AD3	8241	
	0	3	AM3	8241	
	0	2	APO2	8241	9502
ACTIVITY TOTAL:	8	7			
PMRF Barking Sands, 0534A					
ACDU	14	0	1311		
	0	2	AD3	8241	
	0	1	AE2	8241	
	0	1	AE3	8241	
	0	1	AO1	8241	
ACTIVITY TOTAL:	14	5			

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs OFF	PFYs ENL	CFY02 OFF	CFY02 ENL	FY03 OFF	FY03 ENL	FY04 OFF	FY04 ENL	FY05 OFF	FY05 ENL	FY06 OFF	FY06 ENL
NAVY OPERATIONAL ACTIVITIES - ACDU													
1302		4		0		0		0		0		0	
1311		26		0		0		0		0		0	
AD3	8241		4		0		0		0		0		0
AE2	8241		1		0		0		0		0		0
AE3	8241		1		0		0		0		0		0
AM3	8241		3		0		0		0		0		0
AO1	8241		1		0		0		0		0		0
APO2	8241 9502		4		0		0		0		0		0
APO3	8241		1		0		0		0		0		0

SUMMARY TOTALS:

NAVY OPERATIONAL ACTIVITIES - ACDU												
34	15	0	0	0	0	0	0	0	0	0	0	

GRAND TOTALS:

NAVY - ACDU												
34	15	0	0	0	0	0	0	0	0	0	0	

II.A.3. TRAINING ACTIVITIES INSTRUCTOR AND SUPPORT BILLET REQUIREMENTS

DESIG RATING	PNEC/SNEC PMOS/SMOS		PFYs OFF	PFYs ENL	CFY02 OFF	CFY02 ENL	FY03 OFF	FY03 ENL	FY04 OFF	FY04 ENL	FY05 OFF	FY05 ENL	FY06 OFF	FY06 ENL
TRAINING ACTIVITY, LOCATION, UIC: VRC-30 FRS, NAS North Island, 09607														
INSTRUCTOR BILLETS														
ACDU														
APO2	8241	9502	0	2	0	2	0	2	0	2	0	2	0	2
SUPPORT BILLETS														
ACDU														
APO1	8241		0	2	0	2	0	2	0	2	0	2	0	2
TOTAL:			0	4	0	4	0	4	0	4	0	4	0	4

II.A.4. CHARGEABLE STUDENT BILLET REQUIREMENTS

ACTIVITY, LOCATION, UIC	USN/ USMC	PFYs OFF	PFYs ENL	CFY02 OFF	CFY02 ENL	FY03 OFF	FY03 ENL	FY04 OFF	FY04 ENL	FY05 OFF	FY05 ENL	FY06 OFF	FY06 ENL
VRC-30 FRS, NAS North Island, 09607													
	NAVY		0.4		0.4		0.4		0.4		0.4		0.4
SUMMARY TOTALS:													
	NAVY		0.4		0.4		0.4		0.4		0.4		0.4
GRAND TOTALS:													
			0.4		0.4		0.4		0.4		0.4		0.4

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY02 +/-	CFY02 CUM	FY03 +/-	FY03 CUM	FY04 +/-	FY04 CUM	FY05 +/-	FY05 CUM	FY06 +/-	FY06 CUM
a. OFFICER - USN													
Operational Billets ACDU and TAR													
1302			4	0	4	0	4	0	4	0	4	0	4
1311			26	0	26	0	26	0	26	0	26	0	26
TOTAL USN OFFICER BILLETS:													
Operational			34	0	34	0	34	0	34	0	34	0	34
b. ENLISTED - USN													
Operational Billets ACDU and TAR													
AD3	8241		4	0	4	0	4	0	4	0	4	0	4
AE2	8241		1	0	1	0	1	0	1	0	1	0	1
AE3	8241		1	0	1	0	1	0	1	0	1	0	1
AM3	8241		3	0	3	0	3	0	3	0	3	0	3
AO1	8241		1	0	1	0	1	0	1	0	1	0	1
APO2	8241	9502	4	0	4	0	4	0	4	0	4	0	4
APO3	8241		1	0	1	0	1	0	1	0	1	0	1
Staff Billets ACDU and TAR													
APO1	8241		2	0	2	0	2	0	2	0	2	0	2
APO2	8241	9502	2	0	2	0	2	0	2	0	2	0	2
Chargeable Student Billets ACDU and TAR													
			1	0	1	0	1	0	1	0	1	0	1
TOTAL USN ENLISTED BILLETS:													
Operational			15	0	15	0	15	0	15	0	15	0	15
Staff			4	0	4	0	4	0	4	0	4	0	4
Chargeable Student			1	0	1	0	1	0	1	0	1	0	1

c. OFFICER - USMC Not Applicable

d. ENLISTED - USMC Not Applicable

II.B. PERSONNEL REQUIREMENTS

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: E-050-0015, C-12 Fleet Replacement Aircrewman Category 1 Pipeline
COURSE LENGTH: 2.6 Weeks **NAVY TOUR LENGTH:** 36 Months
ATTRITION FACTOR: Navy: 10% **BACKOUT FACTOR:** 0.05

TRAINING		ACDU/TAR	CFY02		FY03		FY04		FY05		FY06	
ACTIVITY	SOURCE	SELRES	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
VRC-30 FRS, NAS North Island												
	NAVY	ACDU		6		6		6		6		6
		TOTAL:		6		6		6		6		6

CIN, COURSE TITLE: E-050-XXXX, C-26D Fleet Replacement Aircrewman
COURSE LENGTH: 1.0 Week **NAVY TOUR LENGTH:** 36 Months
ATTRITION FACTOR: Navy: 10% **BACKOUT FACTOR:** 0.00

TRAINING		ACDU/TAR	CFY02		FY03		FY04		FY05		FY06	
ACTIVITY	SOURCE	SELRES	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
VRC-30 FRS, NAS North Island												
	NAVY	ACDU		6		6		6		6		6
		TOTAL:		6		6		6		6		6

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the C-26D Aircraft and, therefore, are not included in Part III of this NTSP:

III.A.2. Follow-on Training

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

PART III - TRAINING REQUIREMENTS

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-26 Pilot Initial Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 02	12	0	0	Input
		0.4	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Recurrent Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 02	24	0	0	Input
		0.4	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Initial Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 03	14	0	0	Input
		0.5	0		AOB
		0	0		Chargeable

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-26 Pilot Recurrent Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 03	16	0	0	Input
		0.3	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Initial Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 04	14	0	0	Input
		0.5	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Recurrent Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 04	8	0	0	Input
		0.1	0		AOB
		0	0		Chargeable

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-26 Pilot Initial Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 05	12	0	0	Input
		0.4	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Recurrent Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 05	24	0	0	Input
		0.3	0		AOB
		0	0		Chargeable

COURSE TITLE: C-26 Pilot Initial Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 06	14	0	0	Input
		0.5	0		AOB
		0	0		Chargeable

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-26 Pilot Recurrent Training
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: NAF Sigonella
NSA Naples
PMRF Barking Sands

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FSI San Antonio, Texas	Jan 06	16	0	0	Input
		0.2	0		AOB
		0	0		Chargeable

III.A.2. FOLLOW-ON TRAINING

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: E-050-0015, C-12 Fleet Replacement Transport Aircrewman Pipeline
TRAINING ACTIVITY: VRC-30 FRS
LOCATION, UIC: NAS North Island, 09607

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

CFY02		FY03		FY04		FY05		FY06		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
	6		6		6		6		6	ATIR
	5		5		5		5		5	Output
	0.3		0.3		0.3		0.3		0.3	AOB
	0.3		0.3		0.3		0.3		0.3	Chargeable

III.A.2. FOLLOW-ON TRAINING

III.A.2.b. PLANNED COURSES

CIN, COURSE TITLE: E-050-XXXX, C-26D Fleet Replacement Aircrewman
TRAINING ACTIVITY: VRC-30 FRS
LOCATION, UIC: NAS North Island, 09607

SOURCE: NAVY **STUDENT CATEGORY:** ACDU – TAR

CFY02		FY03		FY04		FY05		FY06		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
	6		6		6		6		6	ATIR
	5		5		5		5		5	Output
	0.1		0.1		0.1		0.1		0.1	AOB
	0.1		0.1		0.1		0.1		0.1	Chargeable

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-26D Aircraft and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

IV.B. COURSEWARE REQUIREMENTS

IV.B.1. TRAINING SERVICES

COURSE / TYPE OF TRAINING	SCHOOL LOCATION, UIC	NO. OF PERSONNEL	MAN WEEKS REQUIRED	DATE BEGIN
C-26 Pilot Initial Training	FSI San Antonio, Texas	2	4	Jun 02
C-26 Pilot Recurrent Training	FSI San Antonio, Texas	2	2	Jun 02
C-26 Pilot Initial Training	FSI San Antonio, Texas	2	4	Jun 03
C-26 Pilot Recurrent Training	FSI San Antonio, Texas	2	2	Jun 03
C-26 Pilot Initial Training	FSI San Antonio, Texas	2	4	Jun 04
C-26 Pilot Recurrent Training	FSI San Antonio, Texas	2	2	Jun 04
C-26 Pilot Initial Training	FSI San Antonio, Texas	2	4	Jun 05
C-26 Pilot Recurrent Training	FSI San Antonio, Texas	2	2	Jun 05
C-26 Pilot Initial Training	FSI San Antonio, Texas	2	4	Jun 06
C-26 Pilot Recurrent Training	FSI San Antonio, Texas	2	2	Jun 06

IV.B.2. CURRICULA MATERIALS AND TRAINING AIDS

CIN, COURSE TITLE: E-050-0012, C-12 Fleet Replacement Transport Aircrewman Pipeline (Track E-050-0015)
TRAINING ACTIVITY: VRC-30 FRS
LOCATION, UIC: NAS North Island, 09607

TYPES OF MATERIAL OR AID	QTY REQD	DATE REQD	STATUS
C-12 Instructor Guides	2	Jun 96	Onboard
C-12 Student Guides	4	Jun 98	Onboard
Cockpit Layout Posters	2	Jun 98	Onboard
Computers equipped with PowerPoint, Excel, Word, and Sound Cards	5	Jun 98	Onboard
Overhead Projector	1	Jun 98	Onboard

CIN, COURSE TITLE: E-050-XXXX, C-26D Fleet Replacement Aircrewman
TRAINING ACTIVITY: VRC-30 FRS
LOCATION, UIC: NAS North Island, 09607

TYPES OF MATERIAL OR AID	QTY REQD	DATE REQD	STATUS
C-26D Instructor Guides	4	Dec 02	Pending
C-26D Student Guides	8	Dec 02	Pending

IV.B.3. TECHNICAL MANUALS

CIN, COURSE TITLE: E-050-0012, C-12 Fleet Replacement Transport Aircrewman Pipeline (Track E-050-0015)
TRAINING ACTIVITY: VRC-30 FRS
LOCATION, UIC : NAS North Island, 09607

TECHNICAL MANUAL NUMBER / TITLE	MEDIUM	QTY REQD	DATE REQD	STATUS
AWBS 8.01 Weight and Balance Handbook	Hard copy	5	Jun 98	Onboard
NA 01-1B-40 Weight and Balance Data Manual	Hard copy	5	Jun 98	Onboard
NA 01-1B-50 Navy Aircraft Weight and Balance Control	Hard copy	5	Jun 98	Onboard
NA 01-C12AAA-1 C-12A NATOPS Manual	Hard copy	5	Jun 98	Onboard
NA 01-C12FFF-1 C-12F NATOPS Manual	Hard copy	5	Jun 98	Onboard
NA 01-C12MMM-1 C-12M NATOPS Manual	Hard copy	5	Jun 98	Onboard
NAVSUP 505 Hazardous Material Handling	Hard copy	5	Jun 98	Onboard
OPNAV 3710.7 NATOPS General Flight and Operating Instruction	Hard copy	5	Jun 98	Onboard

Note: Technical Manuals for E-050-XXXX, C-26D Fleet Replacement Aircrew, will be included in future updates to this NTSP.

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PART V - MPT MILESTONES

COG CODE	MPT MILESTONES	DATE	STATUS
PDA	Transferred Seven C-26D Aircraft Declared Excess by the Air Force to the Navy	FY97	Completed
PDA	Awarded Long Term CLS Contract to FAI	May 99	Completed
TSA	Began C-26D Aircraft Pilot Initial Training	FY99	Completed
PDA	Delivered Seven C-26D Aircraft to the Fleet	FY99	Completed
TSA	Awarded Contract to Develop C-26D Fleet Replacement Aircrew Training Course	Sep 00	Completed
OPTEVFOR	Completed RC-26D Aircraft DT and OT	Mar 01	Completed
PDA	Promulgated C-26D Aircraft Draft NTSP for Fleet Review	Oct 01	Completed
TSA	Delivered theC-26D Aircrew Training Course to VRC-30	May 02	Completed
TSA	Developed the Proposed C-26D Aircraft NTSP	June 02	Completed
CNO	Approve C-26D Aircraft NTSP	Aug 02	Pending
TSA	Deliver C-26D Aircrew Course Curricula Materials	Oct 02	Pending
TSA	Deliver C-26D Aircrew Course TD and TTE	Oct 02	Pending
TSA	Begin C-26D Aircrew Follow-on Training	Oct 02	Pending

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PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
Final decision concerning C-26D Aircraft enlisted aircrew NEC	NAVMAC, PMA205		Pending
Develop C-26D Aircraft Aircrew PQS	PMA205		Pending
Develop RC-26D Aircraft Range Clearance Radar System Operating Procedures	PMA205		Pending
Develop C-26D Aircraft NATOPS Manual	PMA205	Dec 02	Pending
Prior to a revision, review C-26D Aircrew Training Course to ensure accuracy of content and incorporation of any technology that will enhance the course	PMA205		Pending

NAVAIR

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
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CAPT Owen Fletcher Deputy Aviation Maintenance Programs CNO, N781B fletcher.owen@hq.navy.mil	**COMM:** (703) 604-7747 **DSN:** 664-7747 **FAX:** (703) 604-6972
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SUMMARY OF COMMENTS

ON THE

C-26D AIRCRAFT

DRAFT NAVY TRAINING SYSTEM PLAN

OF OCTOBER 2001

N78-NTSP-A-50-0118/D

Prepared by: AMCS Mark Gray, AIR 3.4.1
Contact at: (301) 757-3103
Date submitted: 25 June 2002

COMMENTS / RECOMMENDATIONS ON THE
C-26D AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN

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COMMENTS / RECOMMENDATIONS ON THE
C-26D AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN

ACTIVITY NAME: CNET

COMMENT: Page i, Executive Summary , sixth paragraph

> Flight Safety International located in San Antonio, Texas, conducts C-26D pilot training. In November 2001, D.P. Associates was contracted to develop and deliver the C-26D Aircrew Training Course to VRC-30 at NAS North Island. Prior to a revision, the course materials should be reviewed to ensure accuracy of content and incorporation of any technology that will enhance the course.

INCORPORATED: YES

REMARKS: Incorporated the following sentence into the Executive Summary: "When established and scheduled to be Ready For Training (RFT) in October 2002, C-26D Aircraft Aircrew Personnel will attend a formal C-26D Aircraft Aircrew Training Course located at VRC-30 FRS."

Incorporated the following sentence in Part I, paragraph H.4.b (Follow-on Training).: "D. P. Associates developed the C-26D Aircraft Aircrew Training Course, which was delivered to VRC-30 in May 2002 with a RFT date of October 2002. The C-26D Aircrew Personnel will continue to attend the C-12 Aircrew Course, followed by the C-26D Aircrew Training Course."

In Part VI added the Decision Item Or Action Required: "Prior to a revision, the course material should be reviewed to ensure accuracy of content and incorporation of any technology that will enhance the course" as an open action item for PMA205.

COMMENTS / RECOMMENDATIONS ON THE
C-26D AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN

ACTIVITY NAME: VRC-30 FRS (C-26D Aircrew Training Coordinator)

COMMENT: Page I-8, paragraph 4, third subparagraph

A commercial contractor, Victory Integrated Systems, Inc. was tasked with developing a C-26D Fleet Replacement Enlisted Aircrew Course. The final delivery is scheduled for February 2002 with continuing update support provided after that date.

INCORPORATED: YES

REMARKS: Incorporated corrected statement "D.P. Associates developed the C-26D Aircraft Aircrew Training Course, which was delivered to VRC-30 in May 2002 with a RFT date of October 2002. The course length has not yet been determined. When the C-26D Aircrew Course is established, C-26D Aircrew Personnel will continue to attend the C-12 Aircrew Course (E-050-0015), then upon completion, attend the C-26D Aircrew Training Course. C-26D Aircrew Personnel will continue to receive NEC 8241. C-26D Aircraft Refresher Training is provided by the individual's command."